



Tourism and integrated development: A geographic perspective

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Abstract

This article discusses the influence of tourism on integrated development from spatial and temporal points of view. The growth of tourism as an activity has been acknowledged from all parts of the world and it appears the tourism sector is making a lot of contribution to economic development of countries that have developed their tourism potentials. Many empirical studies have come up with evidence that suggests that there exists a relationship between tourism demand and other variables such as transportation and spatial behaviour of tourists. Due to the infancy of tourism as a development strategy in the developing countries only little work has been done to address theoretical underpinnings of tourism and integrated development within the geographic framework. The importance of spatial integration makes geography an integral aspect of development that may be of invaluable relevance to the understanding of tourism growth. Arguments in this paper are marshalled on three levels: the geographers' view of integrated development; tourism and economic development; and geographic question in tourism and integrated development. It is believed that with the integrated development of tourism at all geographic scales, spatial inequity would be drastically reduced.

Keywords: development, geography, integration, space, tourism, transportation

Introduction

Probably no issue divides social scientists today more profoundly than the development strategy that can promote equitable, integrative and steady growth in the global economy given recent challenges. The development debate in the contemporary time bifurcates into two paths: what is the influence of space on development and how to engender socio-spatial balance (Bins & Funnel, 1983; Mabogunje, 1989; Harvey, 1996; Sheppard, 2011). The entire essence of the debate dovetails to the role of geography in developmental process and integrated development. There are two ways by which integrated development can be viewed. One, integrated development can be taken as a concept that views development from the perspective of holistic growth leading to an integrated economy. This is an economic and sectoral planning view of development. This implies that integrated development can only occur when the national economy with all the sectors works as a whole and in unity. Two, integrated development can also connote collective development at all geographic realms of local, national, regional and global scales. This is an essentially geographic and physical planning view of development (Mabogunje, 1989; Sheppard, 2011). From the planners' point of view, integrated development can also be divided into rural and urban integrated development (Binns & Funnel, 1983).

An important driver of integrated development in the 21st century is tourism. It plays a role in the spatial interaction and integration of both the rural and urban setting thereby generating interactive medium for promoting an integrative economy. The twilight of the 20th century witnessed a most dramatic improvement in tourism evolution and development (UNCTAD, 1998). The contribution of tourism to nations' development was actually facilitated by a rapid improvement in integrated tourism systems in both developed and developing countries of the world. The developing world and those other countries that lack adequate natural resources have

been the most critical beneficiaries of the development that the sector has wrought on the world economy. With a rapid decline in natural resources many countries today have taken very seriously the potential impacts of tourism on developmental drive. The synergy between tourism and national development has shaped the development equation so drastically that even without any minerals a country can develop based on the benefits accruable from tourism.

Tourism is a great agent of spatial change and development. It is the spatial dimensions of tourist resources that vividly influence development. In view of the important place of tourism in development, critical attempts should be made to expound a spatial framework that interlinks the objects of geography with tourism on one hand and that between tourism and development on the other. In this article attempt is made to look at integrated development from geographic point of view. We first analyze the geographers' view of integrated development, then the relationship between tourism and development, and finally the geographic question in tourism and integrated development.

Spatial integration as geographers' view of integrated development

The role of space and spatial integration in development has been the focus of recent studies among economic and urban geographers so importantly that a Nobel Laureate in 2008 was awarded to Paul Krugman, for a work predicated upon the exposition of the essence of geographic subject matter in developmental process. This is certainly an overly delayed recognition and realization. And more dissatisfiedly, it is amazing that it took an economist to let the world know the role geography plays in developmental process. Scholars of economic geography have however long realized more than a century ago that the spatial dimension of economic activities is the leverage that the North has employed to engender development. The arguments by the earlier spatial scholars such as Alfred Webber (1929), August Losch (1954) and even Johann Von Thunnen (1806) that location or space is an important medium and agent of development require only little persuasion.

A geographic perspective of development has its locus in the spatial integration of resources and opportunities, a crucial point in the development process, which is frequently discountenanced by majority of social scientists until Krugman's reassertion. The confession of the economists as recently exhibited by Krugman lends credence to the argument that space and nature create unequal conditions of possibility for economic prosperity, accounting to a significant extent for the historical persistence of global inequality from before and since the era of European colonialism (Sheppard, 2011). Perhaps, for less opportunity by its members in political manipulations, geographers and geographic views have largely been ignored and it appears it is only when an outsider makes a positive geographic statement that the world leaders reckon with the matter of geographic imperative. Otherwise, the role of space and spatial inequality in development has been continually emphasized in most of geographers' contemporary writings and enquiries (Harvey, 1996; 2005).

A long tradition of geography has been the study of the region or place in order to establish evidence of discernible uniqueness and differentiation (Hartshorne, 1939; Harvey, 1969; Holt-Jansen, 1999; de Blij & Muller, 2000). In this primordial objective, geography is seen as an integrative regional science of the human development at local, regional and global scales. Both physical geography and human geography hinge on the central place of man in determining the nature and conditions of the Earth. To the earliest geographers who wrote about geography, the idea of the character of a place or region was inevitably the same with that of its inhabitants. Geography therefore in the words of Paul Vidal de la Blache offers a notion of the interrelationship between Earth and man- an idea resulting from a more synthetic knowledge of the physical laws governing the Earth and of the relations between the populations that occupy it.

The geography's tradition of inquiring into the uniqueness of places inspires in geographers a huge sense of spatial integration and recognition of the inevitability of place values. Certainly the evolution and development of tourism cannot be divorced from this invigorating influence of geography in terms of its contribution in bringing to man the cosmological view of the earth, its differences and uniqueness. Until the geographical investigations by Alexander Humboldt

(1769-1859) and Carl Ritter (1779-1859) gained prominence among the world leaders of their time, the need to recognize the practice of organized tour making and recreation had no universal appeal. Perhaps Humboldt's *Kosmos* provided the initial idea of the differing endowments and potentials of other parts of the world. Ritter's *Erkunde* brought to the limelight the unique characters of many parts of the world outside of Europe for the first time. These treatises did not only provide impetus for succeeding scholars to study other areas of Asia and Africa, but inspired international spatial interactions between the emergent regions and civilizations.

Drawing inspiration from the remarkable works of Humboldt and Ritter, international tourism became a new frontier in social relations and human civilization. As soon as the age of travel and distant voyages began it was the discovery of social as well as environmental differences that majorly attracted man's interest. In this epoch geography remained the spring board to seek for guidance and help. In a rather different manner geography stimulates the evolution and spread of tourism as a vocation. It is not that other bodies of knowledge for instance Biology and Physics are not profound in their subject matter but it is Biogeography that shows the patterns of organic species and spells out their relaxation and leisure signification, just as it is Climatology that gives a view of the atmospheric conditions useful enough for recreation better than physics. Tourism demand evolves out of unevenness and uniqueness of places as bequeathed by Nature. The earth resources are unlimited and it is only in a parochial sense that one conceptualizes them as physical and natural. In actual fact, resources extend to humans and all their concomitant accompaniments including cultures and traditions. Tourism potential therefore grows on the substrate of the entire physical, tangible and intangible resources a nation is bequeathed with. Tourism supply and demand are location specific in that they can be provided and consumed by individuals at different spatial scales of location. Interestingly, just like all other human activities tourist activities are widely spread on the landscape; some at the community level, some at the regional level and some beyond national precincts. The range of tourist activities is almost limitless (Ojo, 1983). The development of all these levels of tourist potentials implies an integrated development that covers all scales of human endeavours.

Tourism and integrated development

Tourism is a process of visiting a location or place perhaps for the benefit of leisure and relaxation. This is often confused with recreation. However, Ikporukpo (1994) and Ojo (1983) differentiate between the two- tourism is a leisure activity which necessitates long distant and overnight journey while recreation is a leisure activity that does not involve long distance travel or overnight sleeping. Recreation has also been viewed as a leisure activity undertaken way from home (Johnston et al., 1994). We actually have two forms of recreation namely indoor and outdoor. The term tourism derives from the word tour meaning to travel around for sightseeing, leisure or relaxation. However, Johnston et al. (1994), in a broader sense defines tourism as the practice of holiday making away from one's normal place of residence for a period including overnight stay, or other reasons other than following an occupation remunerated in the place visited. Tourism resources are those phenomena that attract human curiosity and attention. There are many of these resources: the nature itself in its entirety-forest, mountains, water bodies, cultural value, religion and creed, sports generally-football, volley ball, skiing, motor race, zoo, and many others. However, from spatial point of view these resources are scattered over space and their integration would definitely enforce integrated development in the locales of these resources. As a process tourism involves many stages of activities and these include identifying the sites to visit, planning for the trip, and enforcing the travel. The sites to be visited depend on the attributes of the visitor and of course the knowledge of the tourist centres at his or her disposal. The planning for the trip depends on the personality of the visitor and the purpose of visit (Mercer, 1974; Palmer & Bradley, 1974). The rise of international tourism dates back to the post industrial revolution when modern technology emerged to facilitate greater spatial interaction.

Tourism development involves a serious consideration for a lot of things especially transport and efficient mobilization framework. Transportation as a means of overcoming spatial inertia and effecting interaction over space, has diverse relationships with development generally and tourism in particular. At all levels of operation, transportation is invaluable to tourism development and the latter can also stimulate the former. For international tourism, the air and water transport is important and for domestic or local tourism depending on the size, and location, the road and rail transport system is significant. Undoubtedly, except the transport systems are generally improved and advanced the rate of recreational and tourism development would be adversely affected (Sorupia, 2005). Transport is not just a sector of the economy but an integrating agent, a web of communications that joins other sectors together (Filani, 2000).

Beside the vehicles to convey travellers, the nature and structure of the road infrastructure need to be put in serious consideration. One of the factors that often bother the local or international tourists, is the safety on the road and their comforts during the trip (Palmer & Bradley, 1974; Sorupia, 2005). The level of transportation development in a country determines the level of tourism development, that is, there is a positive correlation between transportation system and tourism development. In the words of Sorupia (2005), transportation is an integral part of the tourism industry; it is largely due to improvement in transportation that tourism has expanded. Transportation does not consist in the number of vehicles, crafts or wagons but in the nature and number of road networks as well as the policy in place to sustain them. For sustainable tourism development - tourism system that can provide for the present needs of the source and destination and also provide for the needs at the source and destination in the future - the stakeholders, government, tourist organization, and local host communities need to ensure a flow of tourists to the destinations without the limiting constraint of transportation. Mobility of human and non-human phenomena creates prosperity in the location of need. Transportation is the most drastic agent that effects spatial interaction and change. Within different modes of operation, transportation easily influences distribution and redistribution of phenomena in space. All forms of transportation including overland, water and air transport have tremendous capacity to influence mobility and hence spatial change (Filani, 2000).

Development is an ambiguous concept that has defied any rigid definition perhaps because of its wide range of meanings. A terse definition given by Meier (1976), that development is a process of cumulative change that results from positive forces that raise productivity can only serve the purpose of tentative economist rationalisation. Among economists development is synonymous to economic development. However, a broader perception of development might be that it is the spatial process involving not only economic growth but also conditions in which people in a country have adequate access to food and jobs and where spatial inequality is greatly reduced (Mabogunje, 1989). Therefore, development is a process of attaining sustained economic growth, modernisation, distributive justice and socioeconomic transformation within a society.

Although an allusion at the opening gambit of this piece has rendered some definitions of integrated development from both economic and geographic perspectives, they however, remain too implicit to enforce further elucidation. Kuhnen (1977) defines integrated development as a system of interrelated social change resulting from the integration of a number of elements especially goals based on existing values, resources- natural as well as human, available technology and forms of socio-political organization. Hence these elements and their components are integrated in a system in which the elements are closely interrelated such that if one element changes the whole system changes. Rationalizing integrated development from the angle of integrated rural development Kuhnen further noted that the components of integrated development include natural and human resources, pattern of social organization, economic structure, technology (in agricultural and non-agricultural sectors), infrastructure importantly transport and communication, institutions and organizations, services, education and training. These are often addressed in the development plans of nations.

In principle, the attainment of spatial integration should have been the implicit goal of some planning strategies in developing countries but more often not so in practice. Sectoral plans of the post independent Nigeria for example, only began to address the issues of spatial

inequality in developmental process in the third national plan as evidently provided in the opening stanza of the Third National Development Plan (1975-80):

“an important element of social justice for national integration is the worthy objective of balanced development between different geographical areas of the country. The reduction of existing disparities must be pursued openly, although, this cannot be accomplished at the cost of stagnation in areas which are presumed to be relatively developed. To do so would amount to slow down the rate of development for the national economy as a whole. The objective is to move rapidly to the achievement of minimum economic and social standard for every part of the country” (FGN, 1975).

In actual fact the sectoral plans of the government have little or no direct impact on the local communities and local integrated development not only in Nigeria but in other countries of Africa.

The theories of how tourism could stimulate integrated development are classified into three: diffusion theory, dependency theory and formal-informal analysis. There are severe troubles with these theories (Adrian & Crang, 2001). In the alternative, spatial development strategies such as growth pole, cumulative causation model and centre periphery models serve better models of development than the earlier stated ones (Perroux, 1950; Myrdal, 1967). The literature of tourism and development has largely concentrated on cost and benefits of tourism. This is because tourism has been touted as the most expansive sector only surpassed by oil and automobile. Owing to this fact, the importance of tourism in development has been emphasized. It has more relevance to the developing countries' economies because it depends on sunshine, scenery and manpower. In fact one of the reasons for strengthening international tourism is its capacity to earn much needed foreign exchange and promote balance of trade (UNCTAD, 1998).

Tourism has made significant contributions to economic development in virtually all societies of the world. There are economic, social, cultural and environmental benefits to gain from tourism. Aside from being the source of revenue generation for the tourist centres' operators, it has facilitated greater social interactions. Tourism serves as money spinning avenue for the destination country and in fact a strategy for engendering regional development and poverty reduction (Honey & Gilpin, 2009; Toghlofer et al., 2009; Ajala, 2007, 2008). Depending on the level of attractiveness and innovativeness put to bear on the tourism potential within any country the contribution that tourism can generate is quite substantial: generates local employment, stimulates profitable domestic industries-hotels, handicrafts-, increases tax base, creates recreational and cultural facilities, enhances local community's esteem, promotes interracial interactions, encourages productive use of waste lands and parks, and creates international awareness and peace (Honey & Gilpin, 2009) (Table 1).

As indicated in Table 1 the expansion of international tourism has made a crucial impact on the development of several countries. Tourism is indeed a global industry which encourages national governments to make the most of their natural attractions in exchange for the foreign revenue brought in by the international tourists (Sorupia, 2005). Tourism services can stimulate economic growth in terms of income, employment, foreign exchange earnings, multiplier and spill over effects to the extent that several developing countries have chosen the sector as a major driving force for development because of its multiplier effects on the rest of the economy; as a huge generator of jobs; development of alternative employment opportunities such as in hotels and food provision (UNCTAD, 1998). But these benefits from tourism would only be achieved except a new and different approach to industry planning and development is embraced. An integrated tourism management is key to national development.

Table 1. Estimates of monetary benefits accruing from tourism in selected countries (1990-2006)

| Country | 1990 | 1995 | 2000 | 2001 | 2003 | 2006 |
|---|-------|---------|---------|---------|---------|---------|
| Kenya | | | | | | |
| (a).International arrivals (thousands) | 814 | 937 | 1,037 | 995 | 1,146 | 1,840 |
| (b).International receipts (millions of US dollars) | 443 | 486 | 500 | 536 | 619 | 1,182 |
| (c).GDP-PPP (billions of US dollars) | 25.7 | 31.1 | 37.4 | 40.2 | 43.0 | 52.7 |
| (d).International receipts (% of GDP) | 1.76 | 1.56 | 1.34 | 1.33 | 1.44 | 2.24 |
| Nigeria | | | | | | |
| (a).International arrivals (thousands) | Na | 1,031 | 1,492 | 1,753 | 2,253 | 3,056 |
| (b).International receipts (millions of US dollars) | 190 | 656 | 813 | 168 | 58 | 51 |
| (c).GDP-PPP (billions of US dollars) | 90.9 | 105.2 | 134.0 | 148.4 | 206.2 | 268.2 |
| (d).International receipts (% of GDP) | 0.21 | 0.62 | 0.61 | 0.11 | 0.03 | 0.02 |
| India | | | | | | |
| (a).International arrivals (thousands) | 1,707 | 2,124 | 2,649 | 2,537 | 2,726 | 4,447 |
| (b).International receipts (millions of US dollars) | 1513 | 2581 | 3718 | 3497 | 4560 | 9227 |
| (c).GDP-PPP (billions of US dollars) | 721.2 | 1,038.6 | 1,519.5 | 1,616.5 | 1,876.6 | 2,668.8 |
| (d).International receipts (% of GDP) | 0.21 | 0.25 | 0.24 | 0.22 | 0.24 | 0.35 |

Source: United States Institute of Peace (Honey & Gilpin 2009)

Note: (Na=not available)

The role played by geography or simply location in economic development has been recently elucidated to the level of world recognition when Paul Krugman an economist made a trenchant case for the inevitability of geographic factor in development process. His work- Development, Geography and Economic theory- for which he earned the Nobel laureate for economics in 2008, became a focus of more intensive consideration recently by Sheppard (2011). Krugman persuasively argued that differences in natural endowments prevent rates of economic growth from equalizing across places with the implication that development organizations and state must intervene in order to level an economic playing field permanently distorted by Geography. Hence in considering the contribution of tourism to development the issue of differentiation in terms of space and time becomes an inevitable factor and this forms the core of discussion in the next stanza of this piece.

Tourism and integrated development: the geographic question

Several attempts have been made to project a ground theory of tourism development. The most popular model is that of demand theory of tourism (Chubb, 1989; Salman, 2003; Salleh et al., 2008). This model has its putative provenance in the economic rationalization. Among behavioural scholars theories of preferences and planned behaviour which predicate visitation on tourist attributes are common (De Ruyck et al., 1995; Corinne, 2007; Ajala & Aliu, 2011). These theories are essentially deductive and produced perhaps from the results of empirical analyses. Although, these appear to be properly established theories- emanating from hypothetico-deductive route, yet theories that emanate from ‘experience priori’ may also

suffice. This is because of the fluidity of tourism as an activity that has both spatiality and temporality contexts. The other theories or concepts often employed in making explanation in tourism discourse include the concepts of complementarity, intervening opportunities and gravity model.

The contextual matter of spatiality and temporality underscores the fundamental essence of geography as an aspect of development in practice and in principle. For tourism development, the dimensions of place and time are essential to the extent that it's in their consideration that an effective integrated development policy can have substantial meaning. Even though it is not a basic requirement of daily life that every person should be a geographer to recognize geographic possibilities, yet everyone is aware of and behave in line with geographic realities. The basic strength of geography as a field of knowledge that seeks for a synthesis of human action and environmental structure in order to understand the complexity of *place* is its regional theme combined with spatial and ecological themes (Holt-Jansen, 1999) and this makes it a veritable ally in tourism matters.

A theoretical and geographic question can be therefore posed: what is a *place* and how can a *place* serve a utilitarian purpose like tourism or recreation? According to Tuan (1974) the dominating theme of geography is space which is synonymous with place having spirit, sense and personality. The personality of place is a composite of natural endowments and the modifications wrought by successive generations of human beings. A sense of place describes the innate picturesque idea that individuals have for a particular place and it could be either aesthetics or moral. Because of the formlessness of space, it wears the toga of spirit place. Spirit of place may connote an impression of something lofty valuable or positive, reflected in collective perception of and considered to have identity of a place (Kask & Raagmaa, 2010). Yi-Fu Tuan further divides space into two, perhaps based on personality trait: place as public symbol-having high image of sacredness, formality, monumental architecture, Public Square, ideal city; and place as field of care- having low image of park, home, street corner, neighbourhood, market, and town. The aggregation of all these traits predisposes man to develop a stereotypical attachment to a particular place or location (Tuan, 1974). According to Harvey (1969), space has three attributes relative, absolute and relational attributes. Although space is a natural phenomenon, its conception and perception is quite different from person to person and culture to culture. It is only as a node where activities take place that a place or space has enduring recreational relevance and serve as a generator of tourism. In the light of this fact, Tuan has this to say:

“a street corner is a place but the street itself is not...a street is a directed, historical space on the horizontal plane, only non-directed homogenous spaces can be places. When a street is transformed into a centre of festivities with people milling around in no particular direction it becomes a non-directed space- and a place”, (Holt-Jansen, 1999).

What Tuan is probably saying here is that every place is space but not every space is a place. Aligning with the Tuan conception of space is the fact that place refers to the areal context of events, objects and actions, hence, it is a context that includes natural elements and human constructions both material and ideal (Holt-Jansen, 1999). Given these geographic views of place, a particular location such as a tourist centre or site may imbue in the mind the sense of identity, spirit and personality. Perhaps, this constitutes the mental map that individual carries overtime and attracts the visitor to a destination in preference to other places. In the words of Kask and Raagmaa (2010), the identity, spirit and quality of a place, are constituted by the natural and anthropogenic environment; local people who are also service providers and visitors who together form the social environment, symbolic meanings; stories told about a place including histories, legends, current images in the media, and stories spread on the basis of personal experience. Of course, the identity and personality of a place include its accessibility and spatial attributes- all that enhance attraction to the place.

The geographic integrative view of the environment serves well in understanding integrated development with respect to tourism. There is no doubt that man is a geographical

factor which creates the most important changes to the physical environment. Geography's perception of the environment is commonly discussed on two levels: physical-abiotic, biotic and socioeconomic-cultural (Olofin, 2000; Filani, 2000). It is also natural, built and cultural. Natural-air, water, flora, fauna, soil, relief and climate; built environment- landscape, buildings, monuments, infrastructure, parks, open spaces; cultural-beliefs, values, moral, behaviours, arts and history. In reference to tourism, environment provides three functions: supplier of natural goods such as beautiful landscapes, mountains, lakes; provider of natural resources used to produce economic goods; the sink function where undesirable final products generated during production and consumption process are discarded.

Tourism, however, produces negative externalities while taking advantage of the environment. And these include pollution, flora and fauna overutilization, erosion, poaching, crimes and prostitution. Therefore the quality of the environment determines the quality of tourism. With respect to the environment, a positive impact of tourism is that it promotes intercultural interaction, concentrates the stakeholders on the environment since they gain from it some revenues. Tourism development makes use of idle and waste lands beneficially, improvement and preservation of parks and cultural heritage. The physical environment is a form of natural open system which displays a sort of terrestrial unity. Even though it has been compartmentalized into continents, regions, countries, communities and localities, the Earth is a whole system whose potential is greater than the sum of its parts. For certain historical and geological factors, different parts of the earth exhibit different peculiarities or attributes. Both in the distribution of organic and inorganic entities, world is split into discernible pattern of uneven endowments and consequently development (Harvey, 2005). The lithological, hydrological, climatic and cultural endowments are a function of the place's position in terms of longitude and latitude.

The geographers' views of the relationship between human development and nature have always vacillated from deterministic to probabilistic extremes. Semple Ellen (1863-1932) a leading proponent of determinism believes that man is a product of earth surface that can no longer be scientifically studied apart from the ground which he tills or the lands over which he travels or the seas over which he trades than polar bears or desert cactus can be understood apart from habitat. Considering the seeming unity among the diverse and sometimes incongruous spatial organization of earth phenomena, it confounds ones comprehensibility how such antagonistic pattern of distribution produces a marvellous scenery and aesthetic satiety. The nature in the differentiation of its constituents; boundless stretch of the grasslands, expansive arid tracts of the deserts, undulating mountainous range, and glacier threatening area gives way for leisure and recreation. The integration of all natural resources and human cultural traits gives rise to a robustly developed economy.

In spite of the beauty of nature and its aesthetic value, probabilistic idealizations still find a way to make its mark in tourism development. To a number of scientists who are sceptical of the potential of nature's control over man (and they are perhaps many), there are lots to be done to add value to the physical environment. Hence, man in this line of thought can destroy the forest, dam a stream, create artificial lakes, and impose physical structures that are not only grandiose but possess recreational values. Of course, while differences in natural endowments create attractive scenery and bewitching complexity of intermingling mixture of patterns, which enforces some satisfying experiences in terms of leisure and recreation, there is no doubt that the same satisfaction could be gained through man's probabilistic prowess.

This implies that within the environment both natural and manmade creations that have recreational utility could be situated. The environment is the grand norm for all utility offering activities and resources. The vast differences in places, climates, hydrology and landforms increase the curiosity and demand for tourism as a means of getting new experiences. But these differences in nature are the central objects of study by geographers and it is the regular dissemination of information about virgin lands, bewildering sea, meandering rivers, ghostly polar rocks, menacing cliffs that the original idea of tourism and recreation emerge and subsist. There is no limit to what can arouse the interest of the modern man. From the somersaulting waves of the ocean, shifting sand dunes of the desert, the horrifying gorges of the rivers,

towering heights of mountains to the relics of the tsunami in Japan and Indonesia and the buffeting hurricanes of Florida, man always finds excitement in the midst of chaos.

However, mobility within and outside the tourist site is important in defining its identity and personality. Theoretically the transport systems add significantly to the identity of a place which consists in the image of it that exists in the mind of the perceivers and potential visitors and this image goes a long way to influence the level of demand for it. Essentially, in theory tourism thrives on the idea of places with positive identity and personality. There is therefore an interconnection between place and tourism development as between place and transportation systems. The foundation for the formation and development of the spirit of a resort is based upon the interpretation of its spatiality (Kask & Raagmaa, 2010). Spatial change occurs due to a redirection of resources and patronage to a place under the influence of transportation and tourism.

However, tourism business also has temporal dimension. A neglected mine site for instance, could suddenly become a beehive of activities attracting people from near and far locations and providing a demand for transportation and tourism. This implies given a particular time and location, tourist centres and transport systems could create a burst of activities changing the matrix of features' organization in space. A place that was erstwhile anonymous could become a Mecca of sort due to the occurrence of one event that had the capacity to pull visitors and tourists even from far distant settlements. For another reason bordering on natural and human actions, a thriving tourist centre may go into extinction in memory just because the pulling force had ceased to operate or the place had witnessed huge natural disaster as recently seen in Japan or riots in parts of England. Massive destruction of the environment and lack of security are negative factors in tourist development so suggested recent research efforts (Toghofer et al., 2011; Honey & Gilpin, 2009).

Conclusion

The main aim of this paper is to examine the explicit and implicit interconnections between geography (location) and integrated development (tourism). The arguments are made in a logical order, emphasizing more frequently the crucial place of geography and tourism in integrated development. It is not the intention of the study to throw up a new theory but rather a new epistemological frontier. Within geographic consideration the role that tourism plays in integrated national development process cannot be overemphasized. This has some policy implications. For planning policy purposes, tourism and integrated development can be pursued with policy weapon of area development usually addressed within a sectoral framework widely known as development plans. The process of development in all countries is structured by national development planning. The national development plan (usually five-year plans) stipulates macro-economic goals and includes sector split-up. With this overall framework, regional and area development plans must be integrated. Unfortunately, development plans of many developing countries hardly emphasize spatial components of the development process and this renders the erstwhile plans inefficient in both formulation and implementation. The need to involve the area population in exploring tourism resource potential and its elements is very crucial to integrated development process. Participation of the local population in the formulation and implementation of tourism plans would make the achievement of integrated tourism development a reality and mutually beneficial. This bottom-up policy promotes development from the local to the national level and therefore reduces and possibly precludes spatial inequity in development.

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